

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4391. 號七廿月七年七十七百八千一英

HONGKONG, FRIDAY, JULY 27, 1877.

日七十月六年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 140 & 142, Leadenhall Street.

NEW YORK.—ANDREW WILSON, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLSON & CO., Foochow, HENDERSON & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WATSON, Hongkong, C. HAINES & CO., Macao, Li A. DA GAMA.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 600,000 Dollars.

COURSE OF DIRECTORS.

Chairman.—H. HOFFER, Esq.

Deputy Chairman.—F. D. SASSOON, Esq.

E. R. BELLER, Esq. WILHELM REINKER, Esq.

W. B. FORBES, Esq. Ed. TOBIN, Esq.

Hon. W. KESWICK. Ed. TOBIN, Esq.

A. MOLLER, Esq.

## CHINA MAIL.

Hongkong, 1. THOMAS JACKSON, Esq. Manager.

Shanghai, 1. EMMY CRAWFORD, Esq. London Bankers.—London and Country Bank.

## HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 10 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts, granted in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, March 29, 1876.

## CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £2800,000.

RESERVE FUND, £110,000.

## BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts, and on Deposits for fixed periods on terms which may be ascertained on application.

## For Sale.

AERATED WATERS.

CODD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only

FORTY CENTS Per Dozen.

SARSAPARILLA WATER, 75 Cents per Dozen.

ED. CHASTEL, 2, Wyndham Street, opposite the Hongkong Club.

Hongkong, June 30, 1877. 1730

## FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have received a Shipment of

FIRST-CLASS MANILA HARDWOOD, of Different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

— ALSO —

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.

Hongkong, July 19, 1877. 2415

## For Sale.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITZ, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from MESSRS. LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs. KELLY & WATSON, Shanghai.

Hongkong, February 8, 1877.

## Auctions.

### PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on

### TUESDAY,

the 31st July, 1877, at 11 a.m., at Her Majesty's Ordnance Stores, Queen's Road East,—

The following UNSERVICEABLE GOVERNMENT STORES:—

Old Bedding, Blankets, Brass Cans, Copper, Cordage, Horse Shoes, Nails, Pony Shoes, Horse Rags, Parts of Harness, Oats and Wrought Iron, Leather, Cotton Linen and Woollen Articles, Sand Bags, Waterproof Sheets, Steel, Timber, Tin, Tents, Zinc, Great Coats, Waterproof Ditto, Wicker Helmets, Cement Casks, Packing Cases, and various Miscellaneous Articles.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.17. All faults and errors of description to be at purchaser's risk on the fall of the hammer.

F. C. P. SILVEIRA, Senior Ordnance Officer.

Ordnance Office, Hongkong, July 25, 1877. 1731

## Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3% or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held this Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 25, 1877.

## NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of EVERY ARTICLE of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and, in collecting such, no efforts will be wanting to inspire that confidence on the part of their Customers which was so marked a feature in the Business as formerly conducted.

The Business will be carried on in the old Premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. 242

## HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 10th to the 28th Instant, both days inclusive.

A. NEWTON, Manager.

Hongkong, July 2, 1877. 1729

## THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Underwritten having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issues Policies by any First-Class Steamers, at current rates, Payable either here, in London, in Liverpool, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877. 2422

## Intimations.

DEVOS'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING CO., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eleventh Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1877. 1731

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

An Extraordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3.30 p.m., in order to take into consideration a Special Resolution to add a Regulation to the existing Articles of Association of the Company, authorizing the Company so far to modify the conditions contained in the Memorandum of Association, as by subdivision of its existing Shares to divide its Capital into Shares of smaller amount than is fixed by its Memorandum of Association, in accordance with the provisions of Sections XX and XXI of "The Companies Ordinance 1877."

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1877. 1731

## DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

## DENTAL NOTICE.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 25th.

Office, No. 7, Arbutnot Road.

Hongkong, June 20, 1877.

## Notices of Firms.

### NOTICE.

MR. EDWARD BURNES will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping, 2, Club Chambers, Hongkong, March 17, 1877. 2415

### NOTICE.

BY Mutual Consent, the Firm of FREERKS, RODATZ & Co. has been DISSOLVED on this Day.

R. FREERKS, G. C. F. RODATZ.

Hongkong, June 30, 1877.

THE Underwritten, Establishing themselves this Day as SHIPHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FREERKS, RODATZ & Co.

G. C. F. RODATZ, C. KOCH.

Hongkong, July 2, 1877. 242

### NOTICE.

THE Underwritten has been Appointed AGENT at this Port for THE PORTUGUESE GOVERNMENT LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 8, 1877.

## Notices of Firms.

### NOTICE.

MR. F. O. DITTMER is authorized to Sign our Firm per Proclamation.

SANDER & Co. Hongkong, June 23, 1877.

### NOTICE.

FROM this Date MR. EDWARD SHEPPARD and Mr. M. W. GRAY are authorized to Sign the name of our Firm per Proclamation at Foochow, and Mr. F. F. ROYAL at Amoy.

RUSSELL & Co. China, June 1, 1877. 2421

## Shipping.

### Shipping.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "RAMONA," Capt. J. D. PUGHARD, will be despatched for the above Ports on SATURDAY, the 28th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, July 26, 1877. 1728

### FOR COOKTOWN VIA PORT DARWIN.

The British Steamship "CHARLTON," Captain JOHNSON, will load here for the above Port, and will leave on TUESDAY, the 31st Instant, at 2 p.m.

For Freight, apply to HOP KEE & Co. Hongkong, July 26, 1877. 1731

## Sailing Vessels.

### FOR NEW YORK.

The A. 1 American Ship "HIGHLANDER," HENDERSON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 24, 1877.

### FOR NEW YORK.

The A. 1 British Ship "HAWAII LAW," ROBERT GRIGG, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1877.

### FOR NEW YORK.

The A. 1 American Ship "MATCHLESS," J. C. DAVIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1877.

### FOR LONDON.

The A. 1 British Bark "ROBERT HENDERSON," GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 11, 1877.

### FOR HAMBURG.

The A. 1 British Bark "LORD MACAULAY," Capt. MORRIS, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 2, 1877.

### FOR SAN FRANCISCO.

The A. 1 British Bark "VICTORIA," W. D. TRIMBLE, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 2, 1877.

### FOR SAN FRANCISCO.

The A. 1 British Clipper Ship "GREY," T. ROBERTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1877.

### FOR LONDON.

The A. 1 British Bark "STANFIELD," having the greater portion of her Cargo engaged, will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, June 26, 1877. 1729

## Shipping.

### Sailing Vessels.

#### FOR LONDON.

The 100 1/2 T German Ship "POLYNESIA," SCHWABER, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, July 11, 1877.

### Notices to Consignees.

COMPAGNIE DES MESSEAGERIES MARITIMES.

#### S. S. DJENNAH.

### NOTICE.

CONSIGNERS of Cargo per S. S. "Gange," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 10 a.m., at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwritten.

Goods remaining unclaimed after SATURDAY, the 28th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Hongkong, July 22, 1877. 1728

### BARQUE KAIHOW, FROM LONDON.

CONSIGNERS of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature to the Underwritten, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 23, 1877. 1730

### FROM LONDON AND SINGAPORE.

THE S. S. "Glenroy" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Underwritten, whence and/or from the Wharf or Barge delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwritten.

JARDINE, MATHESON & Co., Agents.

Hongkong, July 23, 1877. 1730

### FROM KURRACHEE.

THE British Bark "Twilight" having arrived from the above Port, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Underwritten, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents.

Hongkong, July 23, 1877. 1730

### NOTICE TO CONSIGNEES.

THE BRITISH BARK "PENSHEW," FROM ANTWERP.

CONSIGNERS of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underwritten for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, July 25, 1877. 241

### DANISH SHIP DORIS BRODERSEN, FROM SAIGON.

CONSIGNERS of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underwritten for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.

Hongkong, July 21, 1877.

### COMPAGNIE DES MESSEAGERIES MARITIMES.



## Intimations.

**W. BALL,**  
CHINA DISPENSARY.  
IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' Sundries, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.  
Prescriptions Dispensed with Carefulness,  
and Prompt Attention.

**PRAZA WEST, HONGKONG,**  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

**AH YON,**  
SHIPS' COMPRADORE AND  
STEVEDORE,  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

**CANTON INSURANCE OFFICE.**  
ADJUSTMENT OF BONDS FOR THE YEAR  
1876.

SHAREHOLDERS in the above Office  
are requested to furnish the Under-  
signed with a List of their Contribution  
for the Year ending 31st December, 1876,  
in order that the distribution of the Net  
Profits reserved for Contributors may be  
arranged. Returns not rendered prior to  
the 31st August next, will be adjusted by  
the Office, and no Claims or Alterations will  
be subsequently admitted.

**JARDINE, MATHESON & Co.,**  
General Agents.  
Hongkong, May 1, 1877.

**PIANO TUNING, REPAIRING, &c.**

**LADIES AND GENTLEMEN** Desirous of  
having their PIANOS REPAIRED  
by the Under-signed, will please oblige with  
early orders, as he is about to Return to  
SHANGHAI.

Orders may be left with Messrs LANE,  
CRAWFORD & Co., or Messrs GAUFF & Co.  
**A. HAHN.**  
Hongkong, July 10, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

**MATCHLESS**, American ship, Capt. John  
C. Dawes.—Douglas Lapsrak & Co.  
**LEADING WIND**, American ship, Captain  
F. M. Hinkley.—Meyer & Co.  
**JALO**, Russian ship, Capt. C. F. Moberg.  
—Order.

**ENID**, British bark, Captain Braithwaite.  
—Arnhold, Karberg & Co.  
**ALFINGHAM**, British bark, Captain G.  
Cunningham.—Wiel & Co.  
**ANWERT**, British bark, Capt. Atkins.  
—Mellers & Co.  
**MICRON**, American 3-m. schooner, Capt.  
L. H. Soule.—Order.

**NORTHERN STAR**, British bark, Captain  
John Wortley.—Order.  
**DORIS BRODERSEN**, Danish ship, Captain  
S. Nielsen.—Order.

**TWILIGHT**, British bark, Capt. Dalargy.  
—Jardine, Matheson & Co.  
**PENSLAW**, British bark, Captain John  
S. Airey.—Meyer & Co.

## To-day's Advertisements.

**FOR SHANGHAI.**  
The Steamship  
"AMOI,"  
G. H. DREWES, Master, will be  
despatched for the above Port  
TO-MORROW, the 28th Instant, at 6 p.m.  
For Freight or Passage, apply to  
**SIEMSEN & Co.**  
Hongkong, July 27, 1877.

**FOR SWATOW, AMOI & FOCHOW.**  
The Steamship  
"NAMO,"  
Capt. J. D. PUNCHARD, will be  
despatched for the above  
Ports on SUNDAY, the 29th Instant, at  
8 a.m.  
For Freight or Passage, apply to  
**DOUGLAS LAPSRAK & Co.**  
Hongkong, July 27, 1877.

**FOR AMOI, TAIWANFOO & TAMSUI.**  
The Steamship  
"TAIWAN,"  
Captain M. YOUNG, will be de-  
spatched for the above Ports  
on MONDAY, the 30th Instant, at Noon.  
For Freight or Passage, apply to  
**DOUGLAS LAPSRAK & Co.**  
Hongkong, July 27, 1877.

**STEAM TO**  
SINGAPORE AND BOMBAY.  
The P. & O. S. N. Co.'s S.S.  
"ADRIA,"  
will leave for the above place  
with quick despatch.  
**ADAM LIND,**  
Superintendent.  
Hongkong, July 27, 1877.

**FOR SYDNEY & MELBOURNE.**  
The Steamship  
"OCEAN,"  
due immediately from Foo-  
chow, will receive prompt  
despatch as above.  
For First-class Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, July 27, 1877.

**FROM LONDON, PENANG AND**  
SINGAPORE.  
The S. S. *Athol* having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods  
are being landed at their risk and stored by  
the Under-signed in their Godowns, whence  
and/or from the Wharf or Boats delivery  
may be obtained.  
Optional Cargo will be forwarded to  
Yokohama, unless notice to the contrary is  
given before Noon TO-morrow.  
Cargo remaining undelivered after the  
3rd Proximo will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, July 27, 1877.

## To-day's Advertisements.

**FOR MELBOURNE & SYDNEY.**  
The A. 1. British Bark  
"CALDEY,"  
Captain W. PETERSON, having  
the greater portion of her Cargo  
engaged, will have quick despatch as  
above.  
For Freight, apply to  
**ROZARIO & Co.**  
Hongkong, July 27, 1877.

**SHIPPING.**  
**ARRIVALS.**  
July 26, *Norna*, British steamer, 606,  
Walker, Swatow July 25, General.—Kwoh  
AORHONG.  
July 27, *Amoy*, British steamer, from  
Canton.  
July 27, *Douglas*, British steamer, 864,  
Geo. D. Pittman, Foochow July 24, Amoy  
25, and Swatow 26, General.—DOUGLAS  
LAPSRAK & Co.  
July 27, *Maria*, French bark, 379,  
Towford, Newchwang June 17, Peas.—  
CARLOWITZ & Co.  
July 27, *Peiho*, German bark, from  
Whampoa.  
July 27, *Quickstep*, American bark, 826,  
W. A. Barnaby, San Francisco June  
30, via Honolulu, Lumber and General.—  
ROUSSEL & Co.  
July 27, *Athol*, British steamer, 922,  
W. S. Thomson, London June 6, via ports  
of call, and Singapore July 21, General.—  
JARDINE, MATHESON & Co.

**DEPARTURES.**  
July 26, *Alphington*, for Halphong.  
26, *Bellona*, for Saigon.  
27, *King Richard*, for Yokohama.  
27, *Piccola*, for Tientsin.  
27, *Ceres*, for Halphong.  
27, *Olympia*, for Halphong.  
27, *Thingulia*, for Guam.  
27, *Marivela*, for Amoy.

**CLEARED.**  
*Washi*, for Halphong.  
*Milado*, for Halphong.  
*Amoy*, for Shanghai.  
*Jotun*, for Bangkok.

**PASSENGERS.**  
**ARRIVED.**  
Per *Douglas*, from Coast Ports, Messrs  
Dunne, and St. Croix, one European, and  
47 Chinese.  
Per *Athol*, from London, &c., 27 Chinese.  
Per *Norna*, from Swatow, 100 Chinese.

**DEPARTED.**  
Per *Murivela*, for Amoy, Mr and Mrs J.  
Feraud, and Don Jose Alimhon, and 360  
Chinese.  
Per *King Richard*, for Yokohama, 1  
European.

**TO DEPART.**  
Per *Pekin*, for Southampton, Maj. Gen.  
Sir F. Colborne, K.C.B., Mr Vassall, &c.,  
and Capt. Edmond; from Bombay, Messrs  
Marjoe, and Allarukha.—From Shang-  
hai: for Venice, Mr Major; for Melbourne,  
Mr Gordon.—From Yokohama: for Singa-  
pore, Mr J. Watson; for Southampton,  
Mrs Papp.

Per *Washi*, for Halphong, 80 Chinese.  
Per *Amoy*, for Shanghai, 30 Chinese.

**SHIPPING REPORTS.**  
The British steamer *Norna* reports:  
Light S.W. wind and fine clear weather.  
The British steamer *Douglas* reports:  
From Foochow to Amoy and Swatow, had  
fresh monsoon and fine weather; Swatow  
to Hongkong, fresh S.W. and West wind  
and equally with rain. In Foochow.—*Stra.*  
*Macgregor*, Ocean, Europe, and Mecca.  
S. S. *Cyprien* left on morning of 22nd.  
In Amoy.—H. M. S. *Hornet*, and S. S.  
*Hailcock*, both left on 24th for Formosa.  
In Swatow.—S. S. *Yesso*, Swatow, and  
Tientsin.

The British steamer *Athol* reports: Fine  
weather in general, heavy weather crossing  
the Indian Ocean, smashing boat and doing  
other damage.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For SHANGHAI.—  
Per *AMOI*, at 4.30 p.m. To-morrow,  
the 28th inst.

For HAIPHONG.—  
Per *Barque JAN PETER*, at 4.30 p.m.  
To-morrow, the 28th inst.

For SWATOW, AMOI & FOCHOW.—  
Per *NAMO*, at 5 p.m. To-morrow,  
the 28th inst. instead of as pre-  
viously notified.

For SAIGON.—  
Per *BENLEDI*, at 9 a.m., on Sunday,  
the 29th inst.

For AMOI, TAIWAN & TAMSUI.—  
Per *TAIWAN*, at 11.30 a.m., on Mon-  
day, the 30th inst.

For BANGKOK.—  
Per *DALE*, at 4.30 p.m., on Monday,  
the 30th inst.

**MAILS BY THE FRANKO PACKET.—**  
The French Contract Packet *PEIHO*,  
will be despatched from Hongkong  
on SATURDAY, the 4th August,  
with Mails to and through the  
United Kingdom and Europe, via  
Marseilles; to Saigon, Singapore,  
Batavia, Galle, Australia, New Zea-  
land, Tasmania, Fiji, Aden, Sey-  
chelles, Reunion, Mauritius, Suva,  
and Alexandria. This is the best  
opportunity for forwarding Cor-  
respondence to E. Africa, the Cape,  
St. Helena, and Ascension.

Letters may also be forwarded to INDIA  
by this Packet.  
The following will be the hours of closing  
the Mails, &c.:—

Friday, 3rd August.—  
6 p.m. Money Order Office closes. Post  
Office closes except the Money Box,  
which remains open all night.

Saturday, 4th August.—  
7 a.m. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late  
Letters.

11.10 a.m. Letters (but Letters only)  
except those to and through Aus-  
tralia, may be posted on payment  
of a Late Fee of 18 cents extra  
postage, until

11.30 a.m., when the Post Office Closes  
entirely.

Hongkong, July 27, 1877.

## POST OFFICE NOTIFICATIONS.

**MAILS BY THE FRANKO PACKET.—**  
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entirely.

Hongkong, July 27, 1877.

## Shipping Intelligence.

The following is compiled from the latest  
London and Colonial Papers:—

**VESSELS TO ARRIVE**  
AT HONGKONG.

When left, Name, From, Remarks.

Feb. 2, *Carzila*, Cardiff (Rout Feb. 23).

25, *Janet Ferguson*, Glasgow v. S'pore.

Mar. 8, *Khedive*, Antwerp.

17, *D. Moll Park*, Cardiff.

19, *Cygnus*, Cardiff for Canton.

22, *Warrior*, Cardiff.

22, *Birling (s)*, Cardiff.

25, *May Queen*, Cardiff.

27, *Fortuna (s)*, Antwerp.

Apr. 8, *Rota*, Cardiff.

10, *St. Elmo*, Cardiff.

10, *Adolph*, Hamburg.

10, *Benefactor*, New York.

11, *Woodhall*, Antwerp.

11, *H. S. Sandford*, Cardiff.

18, *Vega*, Hamburg.

14, *Antipodes*, Penarth.

15, *Titan*, Penarth.

May 3, *Stagbound*, Liverpool.

4, *James Shepherd*, London.

7, *Woodville*, Hamburg.

10, *David*, Antwerp.

11, *Napoleon*, Newcastle (N.S.W.).

11, *Peruvian*, Liverpool.

12, *Chandos*, Cardiff.

13, *Alstra*, Melbourne.

15, *Meteor*, Hamburg.

15, *Sophia*, Liverpool.

16, *Meteor*, Penarth.

19, *Onaida*, London.

19, *Heperla (s)*, Penarth.

26, *Martha Jackson*, Liverpool.

26, *Alexandra*, Penarth.

27, *C. S. Bishop*, Falmouth.

30, *Klara*, Cardiff.

30, *Clunium*, Penarth.

June 2, *Marzo Polo*, Hamburg.

4, *Melbrek*, London.

4, *Faugh-a-Ballagh*, London.

4, *Rhuddian Castle*, Cuxhaven.

7, *Edmund Brumm*, Portsmouth.

9, *Elmstone*, London.

12, *Stentor (s)*, Liverpool.

18, *Dartmouth*, Penarth.

AT SHANGHAI.

15, *Goldstream*, New York.

24, *Wigton*, London.

## CARGO.

(Per *Pekin*, for London) from Shanghai,  
5,228 half-chests, 940 boxes and 2 pks.  
Tea; and 948 bales Silk; from Hankow,  
548 chests, 997 half-chests and 120 boxes  
Tea; from Yokohama, 10 half-chests Tea,  
and 300 bales Silk; from Canton, 19,577  
boxes Tea, and 322 bales Silk; from Macao,  
10,955 boxes Tea, from Amoy, 3,022 half-  
chests, 1,789 boxes, and 80 pks. Tea; and  
205 pks. Sundries. For New York: from  
Shanghai, 818 half-chests and 180 boxes  
Tea. For Australia: from Shanghai, 107  
half-chests and 123 boxes Tea. For Con-  
tinent: from Hongkong, 10 boxes Tea; from  
Canton, 77 bales Silk; from Yokohama,  
41 bales Silk; and 80 pks. Sundries.

**General Memoranda.**  
SUNDAY, July 29:—  
8 a.m.—*Namo* leaves for Coast Ports.

MONDAY, July 30:—  
Noon.—*Taiwan* leaves for Amoy, Tai-  
wanfo and Tamsui.

3 p.m.—*American Mail* leaves for Yokohama and San Francisco.

Goods per *Cherry* undelivered after this date subject to rent.

TUESDAY, July 31:—  
11 a.m.—Sale of Sundries at Govt. Store.

2 p.m.—*Charlton* leaves for Cooktown via Port Darwin.

3 p.m.—Meetings of Shareholders of the  
China Traders Insurance Co., Limited,  
at the Head Office, Hongkong.

FRIDAY, August 3:—  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

Goods per *Athol* undelivered after this date subject to rent.

SATURDAY, August 4:—  
Noon.—*French Mail* leaves for Ports of  
Call and Europe.

TUESDAY, August 7:—  
3 p.m.—*Occidental & Oriental S. S. Co.'s*  
Steamer leaves for Yokohama and San  
Francisco.

**MEMOS. FOR TO-MORROW.**  
Shipping.

Notice of optional cargo per *Athol* to be  
given before Noon.

Noon.—*English Mail* leaves for Ports  
of Call and Europe.

Goods per *Diamond* undelivered after  
Noon, subject to rent and landing  
charges.

5 p.m.—*Amoy* leaves for Shanghai.

**THE**  
**HONGKONG DISPENSARY,**  
Established A.D. 1841.

**香港大藥房**  
**A. S. WATSON & Co.**  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS  
OF  
DRUGGISTS' SUNDRIES, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT  
MEDICINES.

**MANUFACTURERS**  
OF  
Soda Water, Lemonade, Tonic Water,  
Gingerade, Potash Water, Sarsaparilla  
Water, and other Aerated Waters.

The Manufacture is under direct and  
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.30 p.m.

## THE CHINA MAIL.

HONGKONG, FRIDAY, JULY 27, 1877.

THE case heard in the Police Court at  
Shanghai on the 17th instant, in which  
Captain Hellen, of the British schooner  
*Lizzie*, was fined \$50 for destroying  
entries in his official log in contravention  
of the Merchant Shipping Act, is of  
considerable importance to officers of  
vessels. It appears that the defendant  
had destroyed pages 7 to 12 of the  
log-book in which the record of his  
last voyage from Sydney to Shanghai  
was entered. Defendant's statement in  
defence was that he did not get a new  
log when he left Sydney, and made the  
entries of the voyage in an old one con-  
taining the record of a voyage performed  
seven or eight years ago, and the leaves  
that had been torn out merely contained  
the entries of this latter voyage. The  
log book contained everything relating  
to his last voyage and the entries were  
all consecutive, and if his word were  
doubted the crew could be called to cor-  
roborate what he had stated. Defendant  
appeared to be rather indignant at pro-  
ceedings having been taken against him,  
and referred to Mr Tapp, the Registrar  
of Shipping at Shanghai, in anything but  
complimentary terms. "Mr Tapp," he  
said, "was well-known in the Colonies,  
London, and all over; as too narrow-  
minded for the position he held, and he  
(Mr Tapp) was making the Shipping  
Office a regular 'Hell upon earth' for  
those Captains he did not like; but to  
those he liked he was very obliging and  
would do everything to oblige them. It  
was all *amuse* that had caused him to  
take these proceedings; and a man with  
such a narrow mind was not fit or qual-  
ified for the position he held." Attention  
was drawn to the fact, which was con-  
sidered by Mr Tapp as "very strange," that  
defendant had entered the names of his  
crew on the first page of the book, con-  
sequently on a leaf preceding those that  
had been torn out. Defendant offered  
the somewhat incoherent explanation  
that "he had entered the names there  
to make them agree with those at the  
end of the book." The Magistrate,  
in giving his decision in the case, said  
that Mr Tapp had done nothing more

than his duty; and he was strongly  
inclined to believe that the entries on  
the pages that were destroyed related to  
the defendant's last passage and not to  
an earlier voyage, as he represented.  
Whether this was so or not, however,  
did not affect the decision; the log-book  
was the log-book of the ship for that  
voyage, and entries in it had been will-  
fully destroyed. As the Magistrate's  
remarks in delivering his decision were  
interesting and important to captains and  
officers of vessels, we reproduce the  
greater part of them.

As he had said before, what defendant  
had stated had no bearing on the case in the  
least. It was not a question whether the  
entries in the official log were regular and in  
strict order, nor was it a question whether  
the crew could confirm what he had said  
about all the events having been logged  
during the passage and were now in the  
book, but the question was—were there ever  
entries in the book (his official log for the  
present voyage) which were not there now;  
and if so how did it come about that they  
were not there now? The law was very  
clear. It required that an official log should  
be kept of every voyage, and forbade entries  
once made therein being destroyed. In this  
log-book he found that pages 7 to 12 had  
been destroyed; and what remained of the  
pages showed that they had been largely  
written upon. These pages could not be  
destroyed by accident, and defendant did  
not pretend to say that anybody but  
himself destroyed them, and it followed  
therefore that he willfully destroyed them.

For the information of Captains, the Mar-  
chant Shipping Act was printed and placed  
in official log-books, and in the defendant's  
log-book now before him was the very clause  
of the Act of Parliament under which he  
was being proceeded against. There was no  
question that defendant had brought him-  
self within the letter of that Act of Parlia-  
ment, and so, accordingly, this was a case  
for punishment. It was a very wise pro-  
vision in the Act of Parliament that entries in  
an official log-book should not be destroyed;  
there was always suspicion attaching to the  
destruction of anything that had been writ-  
ten, and that is why it was the policy  
of the law to prevent it in these cases.

The next thing that had to be decided was  
whether the defendant was liable for the de-  
struction of the log-book. The law required  
that the log-book should be kept as one of great  
gravity, and punishable with six months  
imprisonment or a fine of £100. From the  
way in which defendant had conducted  
himself in Court, and the imputations he  
had cast on Mr Tapp for doing nothing more  
than his duty, and the imputations he  
had cast on the law, he should have done  
better. Personally he was glad  
the case had been brought into Court, and  
hoped it would be an example to the de-  
fendant and also to all the other Captains  
in the port that their official logs were not  
to be tampered with. He should fine the  
defendant \$50 and the costs.

**REUTERS' TELEGRAMS.**  
(SUPPLIED TO THE "CHINA MAIL.")  
(Via Southern Route.)  
**THE WAR.**  
London, July 25, 1877.

Russian troops have completely invested  
Rustchuk.

Heavy skirmishes are occurring in the  
vicinity of Silistria, Varna and Shumla.



18, Ashill, for London; 21, Nam, for Hongkong; 21, Han Kwang, for Shanghai. Shipping in Port—Louisa, Diamant, James Wilson, Cyphreus, Trevelan Family, Morag, Ocean, J. McDonald, John Watson, E. C. Mutch, MacGregor, Mecca, Europe, Orizaba, Waver, Douglas.

## THE LOSS OF THE "MEIKONG."

The following graphic account of the loss of the French Mail steamer *Meikong*, on Sunday night, the 17th June last, off Ras Hafoon, 80 to 100 miles South of Cape Guardafui on the African Coast, is contained in a private letter from one of the Singapore passengers, with a perusal of which we have been favoured, and it will, no doubt, be read with much interest by our readers:—

"We went ashore on Monday morning between 12 and 1 a.m. on the coast of Africa a few miles south of Cape Guardafui, which Cape the Captain supposed he had doubled, and mistaking the low-lying sandy shore for the smooth water to be met with after passing the Cape, he went straight ashore—going about 15 knots.

—was asleep in the stern of the saloon and was awakened by the noise of the wheel being put back, and the engines going astern. Just as I got on deck the ship struck with a heavy thud and lurched over to starboard, and then followed two or three heavy shocks as her headway carried her on to the shore (which fortunately was sandy) and became firmly grounded, standing, seemingly, on an even keel. The land appeared quite close, and though the moonlight was pretty fresh the sea was not very high. It was clear she would not break up on a level shore, she could not sink.

I went down to the saloon, from which proceeded wild cries from the women, every body making quick about, but in a short time all was quiet, as we were prepared to expect, that as far as could be seen, there was no immediate danger, and from that time all through our troubles the conduct of the men, I am ashamed to say, were wild with terror, and rushed about crying and praying aloud, but fortunately they kept on deck and were not seen by the ladies.

We got every one rigged out in life belts and then did our best to comfort the women. About an hour after we struck, a boat was got ashore and communication with land established by means of a bawler. The Captain came down and assured the ladies that there was no danger to life; that, if needful, they could all be taken on shore then, but he thought it wise to wait until daylight. Three vessels every now and then, the water pouring in at the hatches and through some of the oblique of the skylights, and I must say the women bore the trying suspense for four hours with great fortitude.

We were hopeful of being seen by a steamer which we had passed on Sunday, and to our intense relief, about 4 o'clock, her lights were seen, and in answer to her signals she lay to and telegraphed that she would assist us. You can fancy our feelings when we heard the news. It was impossible for her to send boats to us as they would not have lived in the surf, so it was arranged she should go round to the lee of Cape Guardafui and lie there while we should land on the beach through the surf, and find our way by land across to where the *Glenartney* was lying.

The disembarkation began, and as we fully expected to save our luggage, and could not carry anything through the surf, we got our trunks packed. Some of us, however, secured our money, and as the sequel showed, fortunately for us. The landing was effected by a little after noon, and we found ourselves on a desert shore with our clothes, which had been drenched in landing. Some claret and brandy biscuits were landed, and we tried to make the ladies as comfortable as possible.

How to cross nine miles of sand between us and the *Glenartney* was our next problem, and although we were assured we should get donkeys etc. for the ladies, yet when the landing was effected we found we had to make our own way across, and now we are here it is a wonder to all how we did it. Twelve ladies, 6 children, and a one-legged man had to be taken over the hills for nine miles, and when we got to the other side, we found only one lady had been carried on a chair, while the children were carried on the shoulders. As a sample of how we got on I give my own case. I had to care for my lady and a little boy of about 2 years old. I got a chair with four Seedy boys told off by the Captain. Not 80 yards from camp an ox broke and the lady and child were thrown out on the sand. The Seedy boys laid down on the chair and three of them walked off. I ran back for another ox and tried to get four new men but could not; after some trouble I stopped two men who were passing and tried to take one side of the chair myself. In this I entirely failed, stumbling down after a few yards, and my bearers coolly walked off, leaving me with my charges in the sand. Mrs. M. got up determined to walk. I picked up the child, and we started for the first resting-place, which I reached dead beat with carrying the child. Happily there I got a good-natured sailor to carry the child, and so, Mrs. M. helped by my arm, and the sailor carrying the boy, we made our weary journey, occasionally sitting down on the hot sand, to rest. We took rather over three hours, and were by eight o'clock at night, every one was on board the *Glenartney*. With a loss of 2 sailors drowned, one passenger (a Mr. Aratoom, from Madras), and the steamer's pinner, who was overcome by the heat and died on the journey across.

When the whole of the passengers and crew were landed, the Captain informed us that no baggage could be saved, and we awoke to the pleasant fact that all our belongings were under our hats. In this state we landed in Aden, where we have been most kindly treated, everyone doing what they could with contributions of clothes, etc. The Hotels are all full, and beds cannot be got for many of us.

Of Captain Gulland and the officers and men of the *Glenartney*, we can never say sufficient in praise of their kindness. We then, under God, owe it that we were got away. The Captain, his chief officer, and two of his men found their way over the sand hills to us and showed us the way back, assisting the ladies and children, and 18 miles of such travel was exposing their lives for our aid. They gave up their cabins to us, and gave us food and clothing. We never can forget all their goodness.

The *Soumalia*, native of the coast, on which we were wrecked, were on the beach by daylight all armed. They gave no assistance, and before the whole of the crew had left the steamer, were already on and looting the forepart of the ship, and in their hands the ship's cargo, baggage and mails were left, we being glad to escape with our lives. —*Strait Times*.

## Police Intelligence.

(Before James Russell, Esq.)

July 27, 1877.

## CONSPIRACY.

Ching Ting Sam, master of the Wing Woh Yuen Hong, and Chuan Sz Kai, a Chinese graduate, were arrested on a warrant, charged with conspiracy, on or about the 12th June last, to defraud one Shum Tak Kwong of the value of certain goods consigned to the Sing Woh Cheong firm by the said Shum Tak Kwong, and by the said Sing Woh Cheong firm consigned for and on behalf of the said Shum Tak Kwong to the said Ching Ting Sam.

This case arose in a suit at the Summary Court, in which after giving judgment for the plaintiff, Shum Tak Kwong, the Chief Justice sent the 1st defendant, the then Justice sent the 2nd defendant, to six weeks' imprisonment for contempt of Court in giving false evidence. He also directed them to be prosecuted at the expiration of the sentence, for conspiracy to defraud, and on the 26th June last, the Crown Solicitor, Mr. Sharp, applied for a warrant, which was granted by the Hon. Mr. O. May on the joint information of Mr. O. F. A. Sangster, and Mr. E. A. Rosario. The following is the information laid:—"We Charles Frederick Augustus Sangster, and Raphael Archangele Rosario, Acting Deputy Registrar and Interpreter of the Supreme Court of Hongkong respectively, and according to our information and belief do make oath and say as follows:—

"1. That on the 12th and 14th days of June inst., we were present and acted in our respective official capacities during the trial of said No. 600, Shum Tak Kwong v. Ching Ting Sam, heard before Chief Justice Sir John Stirling, whilst sitting in the Summary Jurisdiction of the Supreme Court, and the evidence of the plaintiff which was supported by that of several witnesses proved that he lived at Manul in Tongkin and had from that place consigned certain goods of the value of \$776 or thereabouts to the Sing Woh Cheong firm in Hongkong, that one Chiu Tse Kong, the salesman in the said firm of Sing Woh Cheong, knowing that such firm was in difficulties, and that the bill of lading for a copy of same for such goods to the defendant, who thereupon resolved and undertook to sell such goods for and on account of the plaintiff, to whom, however, he had never paid the money obtained on the sale of such goods, nor rendered any account for the same.

"2. That the defendant Ching Ting Sam, although admitting that he had possession of the plaintiff's goods, denied having obtained them in the manner set forth in the last foregoing paragraph, but for the fact that he had received them for sale alleged that he had received them from one Chiu Tse Kai, a former partner of the plaintiff firm of Sing Woh Cheong, and to whom he had handed over the proceeds, that the said defendant called as a witness the said Chiu Tse Kai who by sworn evidence endeavoured to substantiate the defendant's statement.

"3. That the said Chiu Tse Kai was, at the time of the alleged transactions between himself and the said defendant and is still an unincorporated bankrupt, and it was proved, moreover, that he was in Canton and not in Hongkong at such time.

"4. That the defendant's case utterly failed and broke down.

"5. That at the close of the said trial the said Chief Justice ordered the Crown Solicitor to prosecute the said Ching Ting Sam and Chiu Tse Kai for conspiracy to defraud the said plaintiff.

The warrant was executed by Inspector Lindsay to-day, and the defendants were brought before the Magistrate. Mr. Sharp appeared and applied for a remand until to-morrow. He said Mr. Denys, he understood, had been retained for the defence, and was to have been here at 10 o'clock, but he had not come up. He had said that he was not ready with his witnesses yet.

The Magistrate accordingly remanded the case till 11 a.m. to-morrow, and admitted the defendants to bail in \$1,000 each. Mr. Sharp consenting, and Mr. Leong On was accepted as security for both. Later in the day the Crown Solicitor and Mr. Denys appeared in Court, and the defendants were recalled. Mr. Denys applied that the case be postponed till the 4th August next at 11 a.m., as he was not ready with the defence yet. This was consented to, and the defendants were so remanded on bail as before ordered.

to possess her mother who was sick. She then went to worship, meantime the husband came home and said the defendant was her paramour. Remanded for enquiry.

## VICTIMS' BOAS.

Mr. Albert Corbridge, occupant of No. 3, Old Bailey Street, was summoned by P. O. No. 610, with keeping dogs accustomed to bark and annoy people. On the night of the 25th the complainant was on duty at the Government Civil Hospital; the defendant kept two dogs in his house which kept barking during the night and disturbing people in the neighbourhood. The same nuisance took place on the night of the 24th. The defendant expressed his regret for the annoyance, and promised to use every means to abate the nuisance. Adjourned till the 30th inst.

## China.

## SOOCHOW.

17th July, 1877.

The locusts which have been up to this time been seen passing over Soochow have shown no disposition to take up their abode in the city or near it. They seem to desire nothing else than to be

"Ever delicately marching  
Through most pellucid air,  
And never appeared except for a short time after sunset. This morning, however, about eight o'clock they made a grand progress, coming in clouds containing millions. They came from the north and from the east, and instead of flying steadily forward in one direction, could be seen at different times, moving towards several points of the compass. Within two hours after they were first seen they had almost entirely disappeared from the sky, but if one looked for them on the ground he could find thousands. One man caught several hundreds of them in a short time. —*Courier*.

## FOOCHOW.

(Herald, July 19th.)

We understand that Wen Yih-late Tatar General of this province—has obtained the high appointment of Chamberlain of the Imperial Palace at Peking.

The Foochow Road Trustees rendered a very satisfactory account of their stewardship last Friday.

On 4th—That the Committee of the A. B. C. purpose calling a General Meeting very shortly, to discuss the position and prospects of the Club; and the possibility of prolonging its existence.

The Mamoi Arsenal Gunboat *Fuhshing*, which was on shore at Suao Bay at date of last advice, has since become a total wreck. Suao Bay is on the east coast of Formosa, beyond Keelung, and we understand, affords but poor shelter to shipping during the south-west monsoon.

The composite vessel lately built at the Mamoi Arsenal is, we believe, furnished with engines from Messrs. Maudsley, Son, and Field's establishment; but, unfortunately, a propeller did not form part of the original contract. The Arsenal authorities are therefore going to try one of their own manufacture.

The China Merchant Company's steam launch *Lee*, we hear, accepted a charter to tow sampans containing the Mookies flower (used for scenting tea)—from the vicinity of Pagoda Anchorage to the Settlement. The contract is for one sampa per day, and it is arranged that the work shall be done regularly during the tea season; so that the flower may be used while it is yet fresh.

We hear that the forts at Anping, near Taiwan-fu, over the construction of which more than one Chinese official waxed rich, are now in fair order, and guaranteed to withstand wind and weather for a few years. These should nothing unforeseen occur.

Fortifications are armed with Krupp guns, and which are, we believe, well mounted, and under the supervision of an English gunnery officer.

The foreign community will possibly be more indulgent to the *Lee* Company when they learn that the conductors of this local enterprise are expected, in addition to catering to the demands of the living, to provide for the wants of the dead. A new feature in connection with the Company's business has arisen. We hear that a few days ago, a Chinaman made application to the Manager for 5 lbs. of ice to put in the coffin of a departed friend!

We hear that the long bridge is again in a very dangerous condition; the temporary wooden platform across the broken arches threatening to give way at any moment. At first, the Chinese authorities neglected to take any precautionary measures to regulate the constant stream of passenger traffic on the bridge, but we now understand that the police are stationed near the spot in order to prevent any unnecessary crowding at that particular point.

The official levy of black-mail, noticed in our last issue, continues, and we understand that the city authorities are putting the levy on quite vigorously. The native bankers have been honoured with very pressing invitations to replenish the exhausted provincial treasury; but in some way or other they do not evince much readiness to respond, while more than one plutocrat has suddenly discovered that he has important business elsewhere.

The Report of the Inundation Relief Fund Committee, published in a supplement to this issue, is in all respects a satisfactory document, and we doubt not will be so regarded by the subscribers to the Fund. The Committee seem to have acted with the commendable prudence and judgment in the disposition of the fund; and they have been most ably seconded by Messrs. Sites and Osgood, upon whom devolved the arduous duty of dispensing the supply of rice. It is gratifying to learn on this well-timed bounty of the foreign community has been the means of affording relief to about ten thousand persons, many of whom but for this welcome aid might have succumbed to the horrors of famine. Acts of public beneficence like the one under notice certainly go a great way towards making the "world a better place."

Cholera is still raging at Amoy, but no fresh cases have occurred amongst foreigners.

We wonder that the Hongkong Government does not put the coast steamers from Amoy in quarantine.

Latest dates.—Telegraphic advices from London extend to the 14th inst. Mail advices from London extend to 8th June; from New York to 30th May; from Melbourne (via Port of Spain) to 8th June; from Sydney (via Torres Straits) to 12th June.

Tea.—A steady business in Congou has been reported throughout the week;—settlements amounting to about 25,000

chests, at from Tls. 24 to 32, per picul (short). Common grades are again somewhat cheaper, with 600 yanket at the lowest, but prices for 600 yanket descriptions are not (quoting ourselves) very materially changed. Scented teas have been taken to a moderate extent, at from Tls. 12 to 24 per picul (short), for good grades. Transmissions in Congou have been effected at from Tls. 15 to 24 per picul (short); about 3,000 half chests of common tea, superior quality, have been taken to London of the S.S. *Glenartney*, with direct cargo of new season's tea from this port, is announced by telegraph. The tea are unfavourably reported on by the London trade, and valuations are said to show a loss.

Total arrivals of Congou, 389,070 chests; settlements, 259,268 "

Stock, 40,444 chests.

Total arrivals of Oolong, 26,018 chests; settlements, 6,812 "

Stock, 18,205 chests.

Total arrivals of Scented Tea, 58,000 boxes; settlements, 47,070 "

Stock, 6,821 boxes.

Total arrivals of Bombong, 36,600 chests; settlements, 18,600 "

Stock, 10,700 chests.

Total arrivals of Flowery Peas, 8,600 chests; settlements, 8,184 "

Stock, 496 chests.

Tea Export.—To Great Britain.—19,671 lbs. 881 lbs. To Australia.—133,501 lbs. 881 lbs. Market closing quiet.

Opium.—Very limited enquiry.

Freight.—To London, per steamer, 23 s. 2d. To Australia, per steamer, 23 s. 2d.

Vessels Loading.—For London.—*Stra*, *Cyphreus*, *MacGregor*, and *Mecca*.

For Australia and New Zealand.—*Diamond*, *James Wilson*, *Trevelan Family*, *John Watson*, and *James Macdonald* (calling vessels) and *S. S. Ocean*.

Vessels expected to load.—For London.—*Steamer*, *Thingalla*, and *Patroclus*.

For Australia.—*Alce Mur*.

A VERY PRETTY QUARREL.—First Bride: "Much good you did, advertising for a husband that beats the life out of you."

Second Bride: "Better than you, making a love-match with a fellow that advertised he won't pay your bills a month after marriage." —*Melbourne Pioneer*.

A CLAYPOT CANNON.—There was a ball at one of the mansions in a West-end square, just before it wound up at a dozen o'clock. Just before it wound up at a dozen o'clock, the night was fine, and one of the guests, who had spoken to the footman, came all back to his fellows and told them that all there was little chance of their being wanted to the emergency. He borrowed a couple of umbrellas, and asked the footman to get him a pair of water for his horse. The water was brought, and just as the guests were coming out, and on the tops of the over the pavement, and the ladies, believing it to be raining hard, called for cabs at any price, and it was only after they got inside that the trick was found out. —*Once a Week*.

His Worship—a provincial one—left his home helms for the avowed purpose of attending a courting meeting. When he reached that home once more, it was 8 a.m. the following morning, and, terrible to relate, Mrs. — was sitting up for him. With calm eyes and ominous quietude, she remarked that it "must have been rather difficult for the greynolds to course in the dark!" He assented with expressive thickness of utterance. "John," she said, "you're intoxicated." "Intoxicated"—nothing of the sort—perly sober—going skin this rabbit—prove it." And he hung up on the verandah the hare he had prudently secured in the marketplace of the Green Isle. He didn't skin that hare. He abandoned the attempt after half an hour's effort, and went to bed unaccompanied all-hares with skin so hard to get off. At the morning's late-suffering woman discovered the hare with fur unruined, but the point sliced off 2ft. of verandah post! He said at breakfast that some drunken ruffian must have come in during the night and done the mischief. And his wife agreed with him.

## COMMERCIAL.

July 27th.

A steady business has been done in Bengal Opium since last notice. The rate for New Patna slightly fluctuated, but latterly the holders of the drug demanded higher terms to make up for the decline in exchange. In which the native dealers had to submit to the supplying immediate wants, as the very full supply that is on the way affords the inducement for speculative purchases.

The present quotation is \$72½. A fair quantity of New Benares has been taken for local requirements, which, with the exportations, has favourably influenced the rate for it to the present figure of \$66.

The better enquiry for Old Patna, last noted, has since continued, with but a slight fluctuation in the rate for it, which is given today at \$68½.

The receipts for the month, so far, stand at 2,875 chests, against 2,718 chests to the corresponding date last year. During the fortnight some 850 chests have been taken by the local consumers, against 550 chests at the corresponding fortnight last year. This, with the exportations, leaves a stock computed at 1,050 chests, against 850 chests same time last year. Of this last quantity 300 chests were Benares, of which kind the present stock includes 80 chests.

Messrs. HENRYMAN & Co's Freight Circular, for the Mail of Saturday, 28th July, says:—"During the past fortnight has been exceedingly dull both homeward and outward. Arrivals of vessels have been unusually large, and freights in any direction are almost bottomless."

Homeward, no settlement is reported since the issue of last Circular, with the exception of a steamer from Java at the reported rate of 24 and 24 s. per ton of 20 cwt. of Sugar. There is no demand from the Coast Ports, Spain, or the Philippines, and it is difficult to foresee where employment is to be found for the large number of disengaged ships now in the harbour.

Coastwise, a small business has been done for Balphong and Bangkok at low rates, and a slight demand will exist for handy vessels for these ports and for Northward.

For steamers there is but little enquiry for Bangkok or Saigon, the rate from the latter port to this being 14 cents per picul nominal, but no settlement has been effected during the fortnight.

The British bark *Lord Macaulay*, 347 tons, has gone on the berth for Hamburg, rate 22 10s. per ton of 50 feet.

The Dutch ship *Kandahaur II.*, 1,114 tons, left for Batavia, 600 tons, will leave for the same port to load under charter effected at home. The American bark *Wealthy Pendleton*, 809 tons, cleared for Guam, for Taranto, "seeking."

The disengaged tonnage in port amounts to 51 vessels, registering 35,000 tons. The following are the settlements:—British steamer *Elgin*, 900, Samarang to a port in the United Kingdom or on the Continent, private.

American ship *A. S. Davis*, 1399, hence to San Francisco, \$8,500 in full.

British bark *Victoria*, 678, hence to San Francisco, \$8,100 in full, 30 lay days.

Russian ship *Jalo*, 1365, Nagasaki to Hongkong (Coals), \$2 per ton of 20 cwt., 30 lay days.

American schooner *Annie S. Hall*, 455, Keelung to Hongkong (Coals), \$1.85 per ton of 20 cwt., 18 lay days.

German brig *Thorold*, 180, Whampoa to Tientsin and back to Hongkong via Newchwang, 61 cents per picul, 30 lay days.

French bark *St. Joseph*, 289, Whampoa to Tientsin and back to Hongkong via Newchwang, 61 cents per picul, if to Chefoo, 35 cents per picul, 35 lay days.

Dutch schooner *Trio*, 265, Whampoa to Tientsin and back to Hongkong via Newchwang, 60 cents per picul, 30 lay days.

British 3-m. schooner *Vicount Macduff*, 208, Newchwang to Hongkong, 28 cents per picul, 20 lay days.

German bark *Theresa Behn*, 456, hence to Hongkong and back, \$3,300 in full, 30 lay days.

German bark *Ceres*, 420, hence to Hongkong and back, \$2,000 in full, 32 lay days.

German bark *Mikado*, 830, hence to Hongkong and back, \$2,000 in full, 30 lay days.

German bark *Jan Peter*, 332, hence to Hongkong and back, \$1,638 in full, 30 lay days.

German ship *Gustav Marie*, 852, Hongkong to Hongkong, \$1,500 in full, 20 lay days.

British bark *Alphington*, 820, Hongkong to Hongkong, \$1,500 in full, 20 lay days.

German bark *Marie Louise*, 441, Bangkok to Hongkong, (inside the Bar) 30 cents per picul (outside the Bar) 25 cents per picul, 30 lay days.

German bark *Angustura*, 418, Bangkok to Hongkong, (inside the Bar) 24 cents per picul (outside the Bar) 23 cents per picul, 28 lay days.

British steamer *Penedo*, 652, Bangkok to Hongkong, (inside the Bar) 34 cents per picul (outside the Bar) 29 cents per picul, 14 lay days.

British steamer *Benedict*, 1000, hence to Saigon, \$1,600 in full, 4 lay days.

British steamer *Ambato*, 978, hence to Saigon, \$1,300 in full, 4 lay days.

German bark *Talee*, 300, Takao to Yokohama, 28 cents per picul, 25 lay days.

German steamer *Bellona*, 789, Saigon to Manila, Private.

Spanish steamer *Zamboanga*, 651, hence to Singapore and back via Bangkok, \$7,500 in full, 9 lay days.

British steamer *Holyrood*, 338, Monthly Charter, 3 to 6 months, \$4,000 per month.

by native dealers are accepted, only a limited business is likely to result. No settlements reported.

Export of Silk.—Export to date.—To London, 1,209 bales; to Continent, 401 bales; to America, 886 boxes; to Bombay, 680 piculs; total, 1,610 bales, 886 boxes, and 680 piculs. Of Waste, 318 bales. Stock is computed at 1,000 to 1,200 bales. Taitlee, 100 bales; Kowkong, 100 bales; Cumchuck and Lucklow, and 200 to 300 bales of inferior descriptions.

QUOTATIONS.

Taitlee, Curlo, \$470  
" No. 1, \$440  
" " " 2, \$420  
" " " 3, \$390  
" " " 4, \$375 c 280  
Loongkong, Curlo, " Kaga  
" No. 1, " "  
" " " 2, " "  
" " " 3, " "  
Cumchuck, Lucklow, \$400  
Re-reel Cumchuck, Best \$510  
" Lucklow, " "

No. 1, \$490  
" " " 2, \$470  
" " " 3, \$450  
" " " 4, \$430  
" " " 5, \$410  
Waste Silk, No. 1, \$73  
" " " 2, \$64  
" " " 3, \$50  
" " " 4, \$40  
" " " 5, \$30  
" " " 6, \$20  
" " " 7, \$10  
" " " 8, \$5  
" " " 9, \$2  
" " " 10, \$1  
" " " 11, \$0.50  
" " " 12, \$0.25  
" " " 13, \$0.10  
" " " 14, \$0.05  
" " " 15, \$0.02  
" " " 16, \$0.01  
" " " 17, \$0.005  
" " " 18, \$0.002  
" " " 19, \$0.001  
" " " 20, \$0.0005  
" " " 21, \$0.0002  
" " " 22, \$0.0001  
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" " " 72, \$0.000000000000000000002  
" " " 73, \$0.000000000000000000001  
" " " 74, \$0.0000000000000000000005  
" " " 75, \$0.00000000



## To Let.

**TO LET.**  
THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LARRAIK & Co. The Dwelling House No. 2, Alexandra Terrace. The Dwelling House No. 6, Gough Street. The Dwelling House No. 10, Gough Street. Possession from 1st September next. The Bungalow No. 5, Old Bailey Street. Possession from 1st August next.

Apply to  
**DOUGLAS LARRAIK & Co.**  
Hongkong, July 9, 1877.

**TO LET.**  
HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kidd. "Bimble Villa," Pok-foo-lum; Furnished.  
**DAVID SARSON, BONS & Co.**  
Hongkong, July 21, 1877.

**TO LET.**  
With Immediate Possession.  
THE Upper Part of No. 62, PRAYA, either for OFFICES or GODOWN.  
Apply to  
**ROBERT MORE.**  
Hongkong, July 5, 1877.

## Intimations.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
Governor of Hongkong;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS**  
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.  
HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Also S. S. Rudinow's supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits, Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.  
Hongkong, March 28, 1877.

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS,  
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ARYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAY JACK, at 30, Hing Lung Street, will receive immediate attention.  
Hongkong, March 19, 1877.

## Now Ready.

**"THE CHINA REVIEW,"**  
No. 6, Vol. V.  
Annual Subscription, Six Dollars and a Half.

**CONTENTS.**  
Review of a Chinese Manuscript New Testament.  
A Legend of the Tang Dynasty.  
Ethnological Sketches from the Dawn of History.  
Brief Sketches from the Life of K'ung-ming, (Continued from page 319).  
The Tang Hou Chi, A Modern Chinese Novel.  
Ancient Peking.  
Notes on Chinese Grammar (Continued from page 286).  
Short Notices of New Books and Literary Intelligence.  
Collectanea Bibliographica.  
Notes and Queries:  
Inheritance and "Patris Potestas" in China.  
Tonic Sol-fa Notation in China.  
Chinese Novels.  
A Difficult Character.  
Chinese Oculous Enamel.  
Russian Sinologists.  
The Night Gent.  
The Fleat of Hare.  
Seeds of Sorghum.  
Aniseed Oil and Sandalwood.  
Errata.  
Books Wanted, Exchanges, &c.

Chinese Mail Office,  
Hongkong, July 7, 1877.

## Insurances.

**HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.**

THIS Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

**SANDER & Co.,**  
Agents.  
Hongkong, June 26, 1877.

**THE ON TAI INSURANCE COMPANY, LIMITED.**  
CAPITAL TALES 400,000, EQUAL TO \$666,666.66.

**Directors.**  
Lee Sing, of the Lai Hing Firm.  
Chean Shing Lai, of the Lai Yuen Firm.  
Wong Yik Pun, of the Cheung Cheong Wing Hong.  
Luo Yee, of the Yee On Firm.  
Fong Sox Fung, of the Tung Sang Wo Hong.  
Wong Pak Cheong, of the San Tye Lee Hong.  
Pun Fong, of the Wy Sing Firm.

Manager—**HO AMEL.**

**MARINE RISKS** on Goods, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SAIGON, PENANG, and to all the TRADING PORTS of China and Japan.

**HEAD OFFICE,** 48, Bonham Strand.  
Hongkong, June 1, 1877.

## Insurances.

**THE NORTH-CHINA INSURANCE CO.**  
SUBSCRIBED CAPITAL—Taels Two Millions, in 1,000 shares of Taels 2,000 each.  
PAID UP CAPITAL—Taels Six Hundred Thousand, or Taels 600 per share.

**PROVISIONAL COMMITTEE.**  
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GUNRAY, Esq. (Messrs David Sassoon, Sons & Co.)  
JAMES HART, Esq. (Messrs Turner & Co.)  
E. H. LAVER, Esq. (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq. (Messrs John Forster & Co.)  
A. G. WOOD, Esq. (Messrs Gibb, Livingstone & Co.)

**HEAD OFFICE—SHANGHAI.**  
Secretary—HERBERT S. MORRIS, Esq.

**BANKERS.**  
HONGKONG & SHANTUNG BANKING CORPORATION.

**BRANCHES.**  
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

**AGENCIES.**  
At the principal ports in the East and Australia Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH-CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Taels 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide. The net profits of the Company for each year will be divided amongst the Shareholders in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders) in proportion to the Premiums paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premiums or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY, Gentlemen,

I hereby request that you will allot to me, or my agent, Shares in the above Company, and I agree to accept such Shares, or any less number you may allot to me, and I agree to pay the first call of Tls. 500 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,  
Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.  
Shanghai, June 18, 1877.

## NOTICE.

**LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.**

THE BUSINESS of this Company has This Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,  
**WILLIAM HUNT,**  
Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

**THE MARINE INSURANCE CO.**  
20, Old Broad Street, LONDON, 1st January, 1877.

**ESTABLISHED 1836.**  
CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £240,000.

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. MOYER as its AGENT in Hongkong.

By Order of the Board of Directors,  
**ROBERT J. LODGE,**  
Manager.

THE Underigned is prepared to Accept Risks and Issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

**A. MOYER,**  
Agent of the Marine Insurance Co. of London.  
Hongkong, February 16, 1877.

## Insurances.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

AGENCIES at all the Trading Ports of China and Japan, and at Singapore, Saigon and Penang.

THE Underigned, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEE.**

**J. W. COUGHTRE,**  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Cash or on Goods on Board.

Vessels and on the Hulls of Vessels in Harbour, at the usual rates and Conditions. Policies for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNOLD, KARBURG & Co.**  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

**MELOCH & Co.**  
Agents, Royal Insurance Company.

**CHINESE INSURANCE COMPANY, LIMITED.**

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

**OLYPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**

THE Underigned are prepared to grant Policies against FIRE to the extent of \$50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1874.

**THE LONDON ASSURANCE.**

INCORPORATED BY ROYAL CHARTER of His Majesty King George The Third, A.D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**  
Policies issued for sums not exceeding \$5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY.**

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

**HOLLIDAY, WISE & Co.**  
Hongkong, January 8, 1874.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, October 14, 1868.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the bottom of the Harbour C, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Harbour Master's Office.				7. From Naval Yard to the Pier. 8. From Pier to East Point.		
	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destin.
a	Breeze	Brit. str.	781	July 15	P. & O. S. N. Co.	Singapore & Shanghai
b	Dreves	Brit. str.	814	July 27	Slamson & Co.	Saloon
c	Johnson	Brit. str.	999	July 21	Order	
d	Burnham	Brit. str.	786	July 19	Hop Kee	Cooktown
e	Berry	Amer. str.	5079	July 19	P. M. S. S. Co.	Phams & Bangkok
f	Pittman	Brit. str.	645	July 21	Yuen Fat Hong	
g	Blanco	Brit. str.	864	July 27	Douglas Lapraik & Co.	Coast Ports
h	McKee	Span. str.	222	June 3	Romados & Co.	Manila v. Amoy
i	Punchard	Span. str.	202	July 22	Romados & Co.	Coast Ports
j	Walker	Brit. str.	862	July 26	Douglas Lapraik & Co.	Bombay, &c.
k	Woodcott	Brit. str.	606	July 26	Kwok Acheong	
l	Clyde	Brit. str.	2098	July 26	P. & O. S. N. Co.	
m	Reeves	Brit. str.	1106	July 26	Slamson & Co.	
n	Young	Brit. str.	408	July 26	P. & O. S. N. Co.	
o	Molten	Dan. str.	1577	July 17	Douglas Lapraik & Co.	
p	Hunter	Brit. str.	334	June 4	Landstein & Co.	
q	.....	Brit. str.	384	June 1	Hok Moh Leong	
r	Hunter	Brit. str.	265	July 22	Landstein & Co.	
s	Ford	Amer. str.	1399	June 18	Russell & Co.	
t	Cunningham	Brit. str.	825	July 8	Wiel & Co.	
u	Gales	Brit. str.	752	July 6	Order	
v	Atkins	Brit. str.	1031	July 13	Melchers & Co.	
w	Bernard	Fch. str.	860	July 2	Carlowitz & Co.	
x	Higgins	Brit. str.	970	July 2	Meyer & Co.	
y	Elings	Ger. str.	442	July 26	Wiel & Co.	
z	Tancredi	Ital. str.	686	June 22	Landstein & Co.	
aa	Scott	Brit. str.	388	July 19	Chinsee	
ab	Hudleston	Brit. str.	884	July 26	Russell & Co.	
ac	Gives	Amer. str.	1105	July 12	P. & O. S. N. Co.	
ad	Oliver	Ital. str.	791	July 6	Order	
ae	Peterson	Brit. str.	482	July 6	Order	
af	Kundaen	Span. str.	779	June 23	Chinsee	
ag	Cheng Sang	Span. str.	200	April 30	Chinsee	
ah	Kennet	Brit. str.	284	July 18	Rozario & Co.	
ai	Hunter	Brit. str.	898	July 13	Melchers & Co.	
aj	Nielsen	Dan. str.	647	July 21	Melchers & Co.	
ak	Seward	Brit. str.	627	July 8	Adamson, Bell & Co.	
al	Stefan	Dut. str.	670	July 6	Landstein & Co.	
am	Braithwaite	Brit. str.	496	July 7	Arnold, Karberg & Co.	
an	Waterhouse	Amer. str.	636	July 7	Wm. Pustan & Co.	
ao	Vorsatz	Ger. str.	823	July 17	Order	
ap	Gargjolo	Ital. str.	494	July 25	Carlowitz & Co.	
aq	Hoochreuter	Span. str.	300	July 11	Chinsee	
ar	Hyland	Brit. str.	915	May 29	Russell & Co.	
as	Spaulding	Amer. str.	1063	July 1	Meyer & Co.	
at	Wulf	Ger. str.	594	July 19	Wm. Pustan & Co.	
au	Steffens	Ger. str.	789	July 25	Melchers & Co.	
av	Iwing	Brit. str.	638	July 21	Adamson, Bell & Co.	
aw	McNechlin	Brit. str.	489	July 17	Chinsee	
ax	Dentau	Span. str.	830	July 6	Chinsee	
ay	Freeman	Amer. str.	1200	July 5	Meyer & Co.	
az	Hastings	Brit. str.	698	July 1	Bornco Co., Limited	
ba	Roberts	Brit. str.	1068	May 24	Vogel, Hagedorn & Co.	
bb	Greig	Brit. str.	1298	April 28	Vogel, Hagedorn & Co.	
bc	Untchinson	Amer. str.	1852	May 18	Vogel, Hagedorn & Co.	
bd	Lagunmanoe	Ger. str.	890	July 18	Edward Schellhase & Co.	
be	Cannett	Brit. str.	890	July 18	Arnold, Karberg & Co.	
bf	Swart	Ger. str.	882	July 11	Slamson & Co.	
bg	Weston	Amer. str.	710	July 7	Order	
bh	Uberg	Russ. str.	1865	July 2	Order	
bi	Bunje	Ger. str.	768	July 1	Order	
bj	Baer	Norw. str.	885	July 1	Melchers & Co.	
bk	Harris	Brit. str.	765	July 11	Order	
bl	Roos	Brit. str.	799	July 23	Douglas Lapraik & Co.	
bm	Hinkley	Amer. str.	690	July 24	Captain	
bn	.....	Amer. str.	1208	June 30	Meyer & Co.	
bo	Monkman	Brit. str.	45	Aug. 18	Insurance Co.	
bp	Schlerler	Ger. str.	847	July 1	Vogel, Hagedorn & Co.	
bq	Andrews	Ger. str.	245	July 1	Edward Schellhase & Co.	
br	Daves	Amer. str.	574	July 12	Landstein & Co.	
bs	Robertson	Brit. str.	1198	June 23	Vogel, Hagedorn & Co.	
bt	Soule	Amer. str.	629	July 17	Gibb, Livingston & Co.	
bu	Hanson	Ger. str.	454	July 18	Order	
bv	Leonard	Amer. str.	330	July 6	Melchers & Co.	
bw	Larik	Span. str.	1800	July 1	Melchers & Co.	
bx	Wortley	Brit. str.	711	July 16	Chinsee	
by	Lestier	Brit. str.	327	July 21	Order	
bz	Uriarte	Fch. str.	436	July 19	Carlowitz & Co.	
ca	Phillips	Span. str.	203	July 8	Romados & Co.	
cb	Atrey	Brit. str.	464	July 12	Adamson, Bell & Co.	
cc	Grafe	Brit. str.	729	July 21	Meyer & Co.	
cd	Schwaufer	Ger. str.	239	July 26	Slamson & Co.	
ce	Hunte	Span. str.	985	June 16	Meyer & Co.	
cf	Gunn	Amer. str.	429	July 25	Tank Mee Hop	
cg	Hansen	Brit. str.	658	June 9	Vogel, Hagedorn & Co.	
ch	Eryant	Amer. str.	406	Feb. 28	Arnold, Karberg & Co.	
ci	Agthbody	Amer. str.	395	July 17	Russell & Co.	
cj	Steph	Brit. str.	874	July 17	Russell & Co.	
ck	Pringle	Brit. str.	540	June 25	Chinsee	
cl	Peart	Amer. str.	323	June 26	Slamson & Co.	
cm	Dudley	Brit. str.	1043	July 17	P. & O. S. N. Co.	
cn	Hawkes	Brit. str.	662	July 16	Russell & Co.	
co	Wachtelbreun	Span. str.	839	July 15	Chin Chon Wing	
cp	Bara	Fch. str.	387	July 18	Chinsee	
cq	Miller	Brit. str.	1068	July 11	Carlowitz & Co.	
cr	Johnston	Brit. str.	815	July 17	Melchers & Co.	
cs	Vorreh	Span. str.	474	July 21	Order	
ct	Boade	Ger. str.	180	July 12	Slamson & Co.	
cu	Mussen	Brit. str.	175	July 8	Arnold, Karberg & Co.	
cv	Dalargy	Brit. str.	680	July 23	Wiel & Co.	
cw	Trimble	Brit. str.	679	July 17	T. G. Linstead	
cx	Benedictsen	Span. str.	701	July 16	Kim-tye-long	
cy	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	
cz	Thomsen	Ger. str.	215	July 18	Arnold, Karberg & Co.	
da	Christiansen	Ger. str.	250	July 11	Arnold, Karberg & Co.	
db	Dinnott	Fch. str.	298	July 28	Carlowitz & Co.	
dc	Westerveld	Dut. str.	263	July 24	Slamson & Co.	